

Claims

1-13 (Canceled)

14. (Currently Amended) A method for controlling the functions of an electronic driving stability program for a motor vehicle with air springs, ~~and~~ with an air spring control device, and with a body and at least two wheeled axles, the method comprising the steps of

determining through the air spring control device if at least one of the following two conditions applies: ~~the vehicle~~ at least one of the axles is driven on a wedge of accumulated roadway material; the vehicle is in a lifted platform situation in which the vehicle's weight is supported by the vehicle body and at most one axle;

generating a deactivation signal if it is determined that at least one of the two conditions ~~apples~~ applies, and

deactivating the driving stability program in response to the deactivation signal.

15. (Currently Amended) The method according to claim 14, wherein the determination of whether at least one of the two conditions applies is carried out by means of pressure sensors in the air springs.

16. (Currently Amended) The method according to claim 15, wherein the determination of whether the vehicle is driven on a wedge of roadway material is carried out by detecting a disruptive contact between the vehicle and the roadway material.

17. (Currently Amended) The method according to claim 14, wherein the determination of whether at least one of the two conditions applies is carried out by means of distance sensors and wherein a deactivation signal is generated for a given wheel when an associated air spring is ~~vented~~ not pressurized and the distance between the bottom of the vehicle and at least one member of the group consisting of an underlying surface, the wheel axle associated with the vehicle wheel, and the vehicle wheel itself, exceeds a predefined set point value.

18. (Previously Presented) The method according to claim 17, wherein at least one of the conditions is determined if the predefined set point value is exceeded for longer than a predefined time period.

19. (Previously Presented) The method according to claim 14, comprising the additional step of re-activating the driving stability program automatically after the deactivation if it is determined that the vehicle is no longer in contact with the wedge of roadway material.

20. (Previously Presented) The method according to claim 14, wherein the determination of a lifting platform situation is carried out in connection with a ride level control method which is suitable for detecting a situation in which the motor vehicle is raised on a lifting platform.

21. (Currently Amended) The method according to claim 20, further comprising

the steps of filling the air springs with compressed air to an initial level when a lifting platform situation is detected, and prohibiting any adjustment of the ride level compensation device if the drive engine of the vehicle is switched off.

22. (Previously Presented) The method according to claim 21, wherein an adjustment of the a ride level compensation device, which causes the distance from the bottom of the vehicle to the underlying surface to become larger, is permitted.

23. (Currently Amended) The method according to claim 20 for a vehicle with a drive engine, wherein, after disruptive contact with a wedge of roadway material has been detected, an adjustment of the ride level compensation device is permitted if the drive engine of the vehicle is switched on.